

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claims 1-12 **(Canceled)**.

13. **(New)** A fuel injection system for internal combustion engines, comprising
- a fuel injector (26) that can be acted upon by a high-pressure fuel source (2, 43),
 - a pressure booster (13) including a work chamber (15), a high pressure chamber (17), a differential pressure chamber (10), and a movable pressure boosting element (14), the pressure booster being disposed between the fuel injector (26) and the high-pressure source (2, 43), the pressure boosting element (14) dividing the work chamber (15), which can be made to communicate with the high-pressure source (2, 43) via a high-pressure line (3), from the high-pressure chamber (17) that acts upon the fuel injector (26),
 - means filling the differential pressure chamber (16) of the pressure booster (13) with fuel and evacuating the differential pressure chamber (16) of fuel during restoration and pressure boosting phases, respectively, to thereby vary the pressure in the high pressure chamber (17)
 - a filter element (5) connected in a line portion (4) branching from high pressure line (3) upstream of at least one pressure chamber (16) of the pressure booster and upstream of the flow conduits (10, 20, 23; 42, 44) for filling at least one pressure chamber (16, 17) of the pressure booster (13).

14. **(New)** The fuel injection system of claim 13, wherein fuel from the high-pressure source (2, 43) enters the work chamber (14) of the pressure booster (13) via the high-pressure line (3), without passing through a filter element (5).

15. **(New)** The fuel injection system of claim 13, wherein the line portion (4) containing the filter element (5) changes over into flow conduits (10, 20, 23) for filling the differential pressure chamber (16) and the high-pressure chamber (17) of the pressure booster (13).

16. **(New)** The fuel injection system of claim 15, further comprising a check valve (11) in the flow conduit (10) whereby filtered fuel flows into the high-pressure chamber (17) to replenish it via the first flow conduit (10) during the restoration phase of the pressure boosting element (14).

17. **(New)** The fuel injection system of claim 15, wherein during the restoration phase of the pressure booster (14), the differential pressure chamber (16) can be filled with filtered fuel via the second and third flow conduits (20, 23).

18. **(New)** The fuel injection system of claim 17, wherein the second flow conduit (20) includes a filling valve (6).

19. **(New)** The fuel injection system of claim 17, wherein the third flow conduit (23) includes a throttle restriction.

20. **(New)** The fuel injection system of claim 13, wherein the volumetric flow of fuel that flows through the line portion (4) that contains the filter element (5) is from about one-fifth (1/5) to about one-twentieth (1/20) of the total fuel flow flowing in the high-pressure line (3).

21. **(New)** The fuel injection system of claim 13, wherein the line portion (4) that contains the filter element (5) acts as the supply line to a switching valve (21), which communicates with an overflow line (42) that discharges into the differential pressure chamber (16) of the pressure booster (13).

22. **(New)** The fuel injection system of claim 21, further comprising a filling line (44) for filling a control chamber (29) of the fuel injector (26), which filling line (44) includes a throttle restriction (30), extending from the differential pressure chamber (16).

23. **(New)** The fuel injection system of claim 22, further comprising a refilling branch (45) that includes a throttle restriction (31), the filling branch (45) extending from the filling line (44) to the high-pressure chamber (17) of the pressure booster (13).

24. **(New)** The fuel injection system of claim 22, wherein a control volume positively displaced by the injection valve member (28) flows out of the control chamber (29) into the differential pressure chamber (16) via the filling line (44) when the pressure booster (13) is in the activated state, and into the control chamber (29) when the pressure booster (13) is in its position of repose.